

good faith aided in bringing the road to the position it was in when the unfortunate difficulties which have lately arisen, brought strife and animosity into an enterprise of such importance and promise to the interests of the Province of Quebec.

The Levis and Kennebec Railway Company was incorporated by act of the Provincial Parliament in 1869, for the purpose of building a railway, about ninety miles in length from Levis to the United States boundary line in Maine, and on the 31st December, 1870, a contract was entered into with Mr. J. B. Hulbert to construct 50 miles of *wooden* Railway from Levis to St. Francois, at the price of \$6,000 cash per mile, completed and equipped. During the summer of 1871, some 27 miles of road were graded (at a cost to the contractor, according to his own books, of \$44,000 cash), for which the Company paid about \$65,000 in municipal debentures at par and in money. The subscriptions to the Stock of the Company at that time, (and they have never been increased since) amounted to about \$104,780, made up as follows:

Town of Levis	\$50,000	in Corporation Bonds.
St. Anselme.....	12,000	"
Private Names.....	42,780	Cash.

This added to a Government subsidy of \$1,710 per mile, representing about \$2,870 per mile. This was the amount which the Company had to build a *Wooden Railway* 90 miles in length, which was to have cost \$6,000 per mile!

It was in the summer of 1871 I first met Mr. Larochelle, and in the winter of 1872 we entered into partnership, not to construct the railway, but to undertake a sub-contract from Mr. Hulbert to get out the necessary ties and timber for 30 miles of track, and we became involved to the extent of